

HEADQUARTERS
6TH FERRYING GROUP
FERRYING DIVISION - AIR TRANSPORT COMMAND
LONG BEACH ARMY AIR FIELD
LONG BEACH, CALIFORNIA

201

DATE 11-13-43

SUBJECT: Familiarization with A-20 Airplane. *Recheck*

TO : Operations Officer, Post.

1. This is to certify that the undersigned has satisfactorily completed Transition Flight Training on the A-20 type aircraft and certifies to the following:

a. "I have received transition flight training on the A-20 airplane and feel qualified to perform the duties as first pilot on same."

b. "I certify that I am familiar with and have demonstrated an operating knowledge of all instruments, controls, starting procedure, ignition, fuel and hydraulic systems, emergency landing gear and flap lowering procedure, radio, automatic pilot and all other special installations on the A-20 airplane."

c. "I do further certify that any crew member assigned to me will be thoroughly familiarized with such duties as he may be called upon to perform in the airplane."

d. "I have read the Tech Orders on this plane."

Jack H. Gardner
Pilot's Signature

Name Typed

2nd LT 28th
Rank and Squadron

John McC. Morgan
JOHN MCC. MORGAN
Captain, Air Corps
Asst. Director of Air Training *EMR*

Distribution:

Squadron Operations
Flight Crew Assignment
Control
201 File
Transition
Foreign Op.

OK

HEADQUARTERS
6TH FERRYING GROUP
FERRYING DIVISION - AIR TRANSPORT COMMAND
LONG BEACH ARMY AIR FIELD
LONG BEACH, CALIFORNIA

201

DATE 11/24/43

SUBJECT: Familiarization with B-25 Airplane. *NIGHT check*

TO : Operations Officer, Post.

1. This is to certify that the undersigned has satisfactorily completed Transition Flight Training on the B-25 type aircraft and certifies to the following:

a. "I have received transition flight training on the B-25 airplane and feel qualified to perform the duties as first pilot on same."

b. "I certify that I am familiar with and have demonstrated an operating knowledge of all instruments, controls, starting procedure, ignition, fuel and hydraulic systems, emergency landing gear and flap lowering procedure, radio, automatic pilot and all other special installations on the B-25 airplane."

c. "I do further certify that any crew member assigned to me will be thoroughly familiarized with such duties as he may be called upon to perform in the airplane."

d. "I have read the Tech Orders on this plane."

Jack H. Gardner
Pilot's Signature

Name Typed

2nd LT 28th FS

Rank and Squadron

John McC. Morgan
JOHN MCC. MORGAN
Captain, Air Corps
Asst. Director of Air Training

Distribution:

Squadron Operations
Flight Crew Assignment
Control
201 File
Transition

HEADQUARTERS
2ND OPERATIONAL TRAINING UNIT
FERRYING DIVISION, AIR TRANSPORT COMMAND
HOMESTEAD ARMY AIR FIELD, HOMESTEAD, FLORIDA

PRECISION LOW APPROACH CHECK

PILOT	Jack H. Gardner, 1/Lt.	DATE	8/12/44
RANGE	DHO	TIME	2100
TYPE AIRCRAFT	B-24	GRADE	88

WEATHER:

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	3000	3050-2940	2
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	10°	270	275-265	2
3. Detected station, initial	4				4
4. Rate of descent	2	200'/Min	500	500-700	2
5. Altitude prior to turn	2	50'	2500	2450-2550	2
6. Airspeed	2	5 MPH	150	145-150	2
7. Procedure turn, headings	2	5°	222/42	222/42	2
8. Altitude, procedure turn	2	50'	2500	2550-2450	2
9. Airspeed during turn	2	5 MPH	150	150-160	1
10. Rate of descent	2	200'/Min	500	300-500	2
11. Altitude, return to station	5*	0'	2000	1900-2000	0
Bracketing and riding beam		3brkts			
12. Return to station heading	5	5°	88	80-90	4
13. Airspeed	2	5 MPH	150	150-160	1
14. Detected station, final	8*				6
15. Altitude over station	8*	0'	2000	2000	8
16. Rate of descent	4	100'/min.	500	400-500	4
17. Airspeed	4*	5 MPH	150	150-160	6
18. Heading, station to field	8*	5°	88		8
19. Timing, station to field	8*	5 sec.	1:48	1:55	4
20. Altitude over field	10*	0'	1500	1500	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	8				8

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

RANGE	DHO	DATE	2100
TYPE AIRCRAFT	B-24	GRADE	88

WEATHER:

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	3000	3050-2940	2
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	10°	270	275-265	2
3. Detected station, initial	4				4
4. Rate of descent	2	200'/Min	500	500-700	2
5. Altitude prior to turn	2	50'	2500	2450-2550	2
6. Airspeed	2	5 MPH	150	145-150	2
7. Procedure turn, headings	2	5°	222/42	222/42	2
8. Altitude, procedure turn	2	50'	2500	2550-2450	2
9. Airspeed during turn	2	5 MPH	150	150-160	1
10. Rate of descent	2	200'/Min	500	300-500	2
11. Altitude, return to station	5*	0'	2000	1900-2000	0
Bracketing and riding beam		3brkts			
12. Return to station heading	5	5°	88	80-90	4
13. Airspeed	2	5 MPH	150	150-160	1
14. Detected station, final	8*				6
15. Altitude over station	8*	0'	2000	2000	8
16. Rate of descent	4	100'/min.	500	400-500	4
17. Airspeed	4*	5 MPH	150	150-160	6
18. Heading, station to field	8*	5°	88		8
19. Timing, station to field	8*	5 sec.	1:48	1:55	4
20. Altitude over field	10*	0'	1500	1500	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	8				8

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

Grading instructions on reverse side.

William R. White
WILLIAM R. WHITE, Captain, CHECK PILOT

GRADING:

1 point off for each 20' or 5° or 5 MPH or 100'/min.

#11 2 off each additional 20'.

#14 8 for cone; 6 for partial cone; 4 no cone detect station.

#15 2 off each additional 20'.

#17 2 off each additional 5 MPH.

#18 4 off each additional 5°.

#19 4 off each 5 sec. over or short.

#20 4 off first and second 20'; 2 off third 20'.

FINAL REPORTS - PILOTS

PILOT Gardner, Jack H.

RANK 1/Lt.

ASN 0-500471

*Ground School <u>completed</u>	DATE: <u>8/12</u> Instructor's Grade <u>P1</u>	DATE: <u>8/12/41</u> Check Pilot's Grade
1. Visual Inspection and cockpit check.	B	B <u>+</u>
2. Starting, Taxi, and Run-up.	B	B <u>+</u>
3. Take-off and climb.	B	B <u>+</u>
4. Approach and landings.	B	B <u>+</u>
5. One or more engines inoperative. Approach and land.	B	B
6.* Complete Instrument Check (AAF 50-3):		
a. Instrument Take-off.	B	B <u>+</u>
b. Approach on predetermined heading.	C <u>+</u>	B
c. Loop orientation and let down.	B <u>+</u>	B
d. Range orientation and let down (Precision check).	B	B
e. Instruments w/one engine inoperative.	B	B <u>+</u>
7. General knowledge of equipment.	B	B
8. Emergency procedures and equipment.	B	B
9. Weight and Balance and Power Charts.	B	B
10. Radio Navig., Radio Fixes, D.R. Navig.	B	B
FINAL GRADE	B	B

REMARKS: Pilot came here with a below average knowledge of instruments,
but tried hard all way through course and improvement was steady turning
out to be average pilot on instrument work. PJH

Lt. Gardner tries very hard and does an average job of flying. He has a good
knowledge of procedures and plans his flights well.

WRW

RECOMMENDATIONS: AIRLINE FIRST PILOT

PERRY J. HODGKINS, Capt.

Instructor

WILLIAM R. WHITE, Capt.

Check Pilot

1. Visual Inspection and cockpit check.	B	B /
2. Starting, Taxi, and Run-up.	B	B /
3. Take-off and climb.	B	B /
4. Approach and landings.	B	B /
5. One or more engines inoperative. Approach and land.	B	B
6. Complete Instrument Check (AAF 50-3):		
a. Instrument Take-off.	B	B /
b. Approach on predetermined heading.	C /	B
c. Loop orientation and let down.	B /	B
d. Range orientation and let down (Precision check).	B	B
e. Instruments w/one engine inoperative.	B	B /
7. General knowledge of equipment.	B	B
8. Emergency procedures and equipment.	B	B
9. Weight and Balance and Power Charts.	B	B
10. Radio Navig., Radio Fixes, D.R. Navig.	B	B
FINAL GRADE	B	B

REMARKS: Pilot came here with a below average knowledge of instruments, but tried hard all way through course and improvement was steady turning out to be average pilot on instrument work. PJH

Lt. Gardner tries very hard and does an average job of flying. He has a good knowledge of procedures and plans his flights well.

WRW

RECOMMENDATIONS: AIRLINE FIRST PILOT

PERRY J. HODGKINS, Capt.

Instructor

Perry J. Hodgkins

GRADES:

A - Above average
B - Average

C - Below Average
D - Unsatisfactory

William R. White
WILLIAM R. WHITE, Capt.
Check Pilot

FORM FIVE CHECK LIST

NAME GARDNER, JACK H. RANK 1st Lt. ASN

1. Flight Surgeon's Certificates

2. PIF Form 24A's

BLACK

BLUE

YELLOW

RED

PIF Revisions

15 16 17 18 19 20 21 22 23 24 25

3. Check-outs and Classification

CLASS I L's PT's AT-19 AT-6 AT-16 BT-13 UC-64 A-24

CLASS II UC-78 AT-17 AT-9 AT-10 AT-11 UC-45

CLASS III C-47 C-49 C-53 B-18 C-60 A-29

PURSUIT P-39 P-40 P-47 P-51 P-63

CLASS IV B-25 B-26 C-46 A-20 F-8 A-26 F-38

CLASS V B-24 C-87 B-17 C-54 B-29

4. Certificate for Instrument Card

Date 12 Aug '44

5. Certification of Flying Experience (Service Pilots Only)

6. Personnel Orders

Aeronautical Rating

Flying Status

HEADQUARTERS
2ND OPERATIONAL TRAINING UNIT
FERRYING DIVISION, AIR TRANSPORT COMMAND
HOMESTEAD ARMY AIR FIELD, HOMESTEAD, FLORIDA

PRECISION LOW APPROACH CHECK

PILOT Jack H. Gardner, 1/Lt. DATE 8/12/44
RANGE DHO TIME 2100
TYPE AIRCRAFT B-24 GRADE 88

WEATHER:

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	3000	3050-2940	2
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	10°	270	275-265	2
3. Detected station, initial	4				4
4. Rate of descent	2	200'/min	500	500-700	2
5. Altitude prior to turn	2	50'	2500	2450-2550	2
6. Airspeed	2	5 MPH	150	145-150	2
7. Procedure turn, headings	2	5°	222/42	222/42	2
8. Altitude, procedure turn	2	50'	2500	2550-2450	2
9. Airspeed during turn	2	5 MPH	150	150-160	1
10. Rate of descent	2	200'/min	500	300-500	2
11. Altitude, return to station	5*	0'	2000	1900-2000	0
Bracketing and riding beam		3brkts			
12. Return to station heading	5	5°	88	80-90	4
13. Airspeed	2	5 MPH	150	150-160	1
14. Detected station, final	8*				6
15. Altitude over station	8*	0'	2000	2000	8
16. Rate of descent	4	100'/min.	500	400-500	4
17. Airspeed	4*	5 MPH	150	150-160	6
18. Heading, station to field	8*	5°	88		8
19. Timing, station to field	8*	5 sec.	1:48	1:55	4
20. Altitude over field	10*	0'	1500	1500	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	8				8

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

TYPE AIRCRAFT

B-24

TIME
GRADE2100
88

WEATHER:

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	3000	3050-2940	2
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	10°	270	275-265	2
3. Detected station, initial	4				4
4. Rate of descent	2	200'/Min	500	500-700	2
5. Altitude prior to turn	2	50'	2500	2450-2550	2
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11. Altitude, return to station	5*	0'	2000	1900-2000	0
Bracketing and riding beam		3brkts			
12. Return to station heading	5	5°	88	80-90	4
13. Airspeed	2	5 MPH	150	150-160	1
14. Detected station, final	8*				6
15. Altitude over station	8*	0'	2000	2000	8
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21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	8				8

REMARKS: Turned to heading of the beam of procedure turn without getting back on beam, but was able to get a brush. The flight was well planned.

Grading instructions on reverse side.

WILLIAM R. WHITE, Captain,

William R. White
CHECK PILOT

GRADING:

1 point off for each 20' or 5° or 5 MPH or 100'/min.

#11 2 off each additional 20'.

#14 8 for cone; 6 for partial cone; 4 no cone detect station.

#15 2 off each additional 20'.

#17 2 off each additional 5 MPH.

#18 4 off each additional 5°.

#19 4 off each 5 sec. over or short.

#20 4 off first and second 20'; 2 off third 20'.

FINAL REPORTS - PILOTS

PILOT Gardner, Jack H. RANK 1/Lt. ASN 0-500471

*Ground School <u>completed</u>	DATE: <u>8/12/48</u> Instructor's Grade <u>P1</u>	DATE: <u>8/12/48</u> Check Grade
1. Visual Inspection and cockpit check.	<u>B</u>	<u>B +</u>
2. Starting, Taxi, and Run-up.	<u>B</u>	<u>B +</u>
3. Take-off and climb.	<u>B</u>	<u>B +</u>
4. Approach and landings.	<u>B</u>	<u>B +</u>
5. One or more engines inoperative. Approach and land.	<u>B</u>	<u>B</u>
6.* Complete Instrument Check (AAF 50-3):		
a. Instrument Take-off.	<u>B</u>	<u>B +</u>
b. Approach on predetermined heading.	<u>C +</u>	<u>B</u>
c. Loop orientation and let down.	<u>B +</u>	<u>B</u>
d. Range orientation and let down (Precision check).	<u>B</u>	<u>B</u>
e. Instruments w/one engine inoperative.	<u>B</u>	<u>B +</u>
7. General knowledge of equipment.	<u>B</u>	<u>B</u>
8. Emergency procedures and equipment.	<u>B</u>	<u>B</u>
9. Weight and Balance and Power Charts.	<u>B</u>	<u>B</u>
10. Radio Navig., Radio Fixes, D.R. Navig.	<u>B</u>	<u>B</u>
FINAL GRADE	<u>B</u>	<u>B</u>

REMARKS: Pilot came here with a below average knowledge of instruments,
but tried hard all way through course and improvement was steady turning
out to be average pilot on instrument work. PJH
Lt. Gardner tries very hard and does an average job of flying. He has a good
knowledge of procedures and plans his flights well.

RECOMMENDATIONS: AIRLINE FIRST PILOT

PERRY J. HODGKINS, Capt.
Instructor

GRADES:

WILLIAM R. WHITE, Capt.
Check Pilot

*Ground School

completed

DATE:

8/12/41

DATE:

8/12/41

Instructor's

Check

Grade

Grade

1. Visual Inspection and cockpit check.

B

B +

2. Starting, Taxi, and Run-up.

B

B +

3. Take-off and climb.

B

B +

4. Approach and landings.

B

B +

5. One or more engines inoperative.
Approach and land.

B

B

6. * Complete Instrument Check (AAF 50-3):

a. Instrument Take-off.

B

B +

b. Approach on predetermined heading.

B +

B

c. Loop orientation and let down.

B +

B

d. Range orientation and let down
(Precision check).

B

B

e. Instruments w/one engine inoperative.

B

B +

7. General knowledge of equipment.

B

B

8. Emergency procedures and equipment.

B

B

9. Weight and Balance and Power Charts.

B

B

10. Radio Navig., Radio Fixes, D.R. Navig.

B

B

FINAL GRADE

B

B

REMARKS:

~~Pilot came here with a below average knowledge of instruments,~~

~~but tried hard all way through course and improvement was steady turning~~

~~out to be average pilot on instrument work. PJH~~

~~Lt. Gardner tries very hard and does an average job of flying. He has a good~~

~~knowledge of procedures and plans his flights well.~~

WRW

RECOMMENDATIONS:

AIRLINE FIRST PILOT

William R. White

WILLIAM R. WHITE, Capt.

Check Pilot

PERRY J. HODGKINS, Capt.

Instructor

GRADES:

A - Above average

C - Below Average

B - Average

D - Unsatisfactory

WAR DEPARTMENT
ARMY AIR FORCES

QUALIFIED X

UNQUALIFIED _____

PILOT INSTRUMENT CERTIFICATE APPLICATION AND FLIGHT CHECK FORM

Application

Application is hereby made for Instrument Pilot Certificate { AAF Form 8 (white) } (Strike out one.)
~~AAF Form 8A (green)~~

Name Jack H. Gardner Rank 1/Lt. Organ. 2nd OTU

Pilot rating _____ Total Instrument Pilot time _____

Instrument Pilot time last 5 years: Under hood _____ Actual _____ Total _____

The above is true to the best of my knowledge and belief.

Signed Jack H. Gardner
JACK H. GARDNER

Rank 1/Lt. Air Corps

Date 12 August 1944

Check Pilot Flight Test Report

(See reverse side for description of maneuvers)

Maneuvers	Satisfactory	Unsatisfactory
1. Instrument take-off	<u>X</u>	_____
2. Spiral climb	<u>X</u>	_____
3. Level flight	<u>X</u>	_____
4. 90° and 180° turns	<u>X</u>	_____
5. Steep banks	<u>X</u>	_____
6. Stalls	<u>not permitted</u>	_____
7. Recovery from unusual maneuvers	<u>X</u>	_____
8. Glides	<u>X</u>	_____
9. Radio range orientation and low approach	<u>X</u>	_____
10. Position plotting by intersection	<u>X</u>	_____
11. Aural null orientation and homing	<u>X</u>	_____
12. Radio compass low approach	<u>X</u>	_____

NOTE.—To qualify for Instrument Pilot Certificate, AAF Form 8 (white), the applicant must satisfactorily complete maneuvers Nos. 2 to 9, inclusive, except that in the case of combat crew pilot in OTU and/or RTU organizations having radio compasses as standard equipment on their aircraft, maneuver No. 9 may be omitted. To qualify for Instrument Pilot Certificate, AAF Form 8A (green), applicant must satisfactorily complete all maneuvers.

This is to certify that I have personally flight-checked the above applicant on B-24
aircraft and find him qualified—~~unqualified~~

Signed William R. White
WILLIAM R. WHITE (Authorized check pilot)

Rank Captain, Air Corps

Date 12 August 1944

(Applicant must qualify "Satisfactory" on each separate maneuver)

DESCRIPTION OF MANEUVERS

1. *Instrument take-off.*—The check pilot will align the airplane with the runway. Pilot will set directional gyro either to zero or the nearest 5° indice of the runway heading, and will take off. Proficiency will be based on ability to hold heading within 3° either side of initial heading and by smoothness of attaining climbing air speed safely.
2. *Spiral climb.*—The pilot will put the airplane in a standard climbing spiral to the right. After climbing 1,000 feet, he will reverse the direction of turn and climb 1,000 feet more. Proficiency will be based on constant rate of turn, maintenance of proper rate of climb, air speed, and smoothness.
3. *Level flight.*—The pilot will fly on a given compass heading for 5 minutes. Proficiency will be based on ability to maintain straight and level flight.
4. *90- and 180-degree turns.*—The pilot will make turns in each direction. Accuracy, maintenance of constant altitude, and smoothness of control determine proficiency.
5. *Steep banks.*—The pilot will put the airplane in a bank of 40 to 60 degrees, maintain this bank until a smooth turn is achieved, then return to straight and level flight. No specific amount of turn is required. Proficiency will be based on smoothness of turn and maintenance of constant altitude and safe air speed.
6. *Stalls.*—The pilot will place the airplane in a glide without flaps with engine completely throttled, slowly reduce the air speed to a complete stall, then regain normal gliding speed. Proficiency will be based on avoidance of any tendency toward a second stall during recovery and on ability to hold the airplane from turning or dropping a wing before the stalling point is reached.
7. *Recovery from unusual maneuvers.*—The check pilot will place the airplane in an unusual position, then instruct the pilot to take the controls, recover, and resume level flight. Proficiency will be based on ability to recover quickly, smoothly, and reliably; emphasis will be placed on avoidance of diving and stalling during recovery. Type of aircraft will govern the extent of unusual maneuvers; check pilot will use judgment in the execution and allowance for recovery.
8. *Glides.*—The pilot will place the airplane in a power glide without flaps, with appropriate air speed, safely above stalling speed, and make at least one 90° turn in each direction. Proficiency will be based on ability to maintain constant air speed and vertical speed and to execute turns smoothly.
9. *Radio range employment and orientation.*—(Use all instruments.) This portion of the test will start from a position unknown to the pilot and within 10 minutes of the radio range station. It will consist of tuning the radio to the station, orientation, and bracketing of beam and following it to the radio range station, recognition of the station, and a let-down using the standard procedure for that range and station.
10. *Position plotting by "intersection."*—Take bearings on at least two stations (three, if possible) and plot position on D/F chart.
11. *Aural null orientation and homing.*—Using aural null locate station and home. (Synthetic trainers may be used for position plotting by intersection and aural null orientation and low approach, provided ADF or loop equipment is not available on aircraft utilized for test.)
12. *Radio compass low approach.*—This portion of the test is to emphasize the simplicity of executing low approaches using the radio compass in COMP. position. Follow needle to station, turn to reciprocal of station to field course (terrain permitting). Lose $\frac{2}{3}$ excess altitude out-bound, execute procedure turn, lose remaining excess, cross station, and make final descent to minimum altitude over field. Procedure will closely approximate standard low approach but no reference is made to range legs for lateral corrections of course or headings.

DETACHMENT 556TH AAF BU
(16TH TRANSPORT SQUAD.)
FERRYING DIVISION, AFG.
Hamilton Field, Calif.

PRECISION LOW APPROACH CHECK

PILOT Garner J.H. 1st Lt. DATE Sept 4-44
RANGE San Francisco TIME 2730
TYPE AIRCRAFT C-54-A GRADE 78

WEATHER:

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	6000	7000	1
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	5°			1
3. Detected station, initial	4				2
4. Rate of descent	2	200'/Min			2
5. Altitude prior to turn	2	50'	4000	4700	1
6. Airspeed	2	5 MPH			2
7. Procedure turn, headings	2	5°			1
8. Altitude, procedure turn	2	50'	4000	4300	0
9. Airspeed during turn	2	5 MPH			2
10. Rate of descent	2	200'/Min			2
11. Altitude, return to station	5*	0'	2000	2100	3
Bracketing and riding beam		3 brkts			
12. Return to station heading	5	5°			2
13. Airspeed	2	5 MPH			2
14. Detected station, final	8*				8
15. Altitude over station	8*	0'	2000	2100	8
16. Rate of descent	4	100'/min.			3
17. Airspeed	4*	5 MPH			4
18. Heading, station to field	8*	5°			5
19. Timing, station to field	8*	5 sec.			8
20. Altitude over field	10*	0'	1500	1500	9
21. Pull out	4				4
22. Signal volume and reaction	4				2
23. Knowledge of procedure	8				8

REMARKS: Need another range let down weak on beam bracketing.

1. Initial approach altitude	2	100	6000	7000	1
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	50°			1
3. Detected station, initial	4				2
4. Rate of descent	2	200'/Min			2
5. Altitude prior to turn	2	50'	4000	4700	1
6. Airspeed	2	5 MPH			2
7. Procedure turn, headings	2	5°			1
8. Altitude, procedure turn	2	50'	4000	4300	0
9. Airspeed during turn	2	5 MPH			2
10. Rate of descent	2	200'/Min			2
11. Altitude, return to station	5*	0'	2000	2100	3
Bracketing and riding beam		3 brkts			
12. Return to station heading	5	5°			2
13. Airspeed	2	5 MPH			2
14. Detected station, final	8*				8
15. Altitude over station	8*	0'	2000	2100	8
16. Rate of descent	4	100'/min			3
17. Airspeed	4*	5 MPH			4
18. Heading, station to field	8*	5°			5
19. Timing, station to field	8*	5 sec.			8
20. Altitude over field	10*	0'	1500	1500	9
21. Pull out	4				4
22. Signal volume and reaction	4				2
23. Knowledge of procedure	8				8

REMARKS: Need another range let down weak on beam bracketing.

Grading instructions on
reverse side.

John DeWolfe
CHECK PILOT

FORM# 38

FINAL REPORTS - PILOTS

PILOT Gardner J.H. RANK 1st Lt. ASN 0-520497

*Ground School	DATE: Instructor's Grade	DATE: Check Pilot's Grade
1. Visual Inspection and cockpit check.		B
2. Starting, Taxi, and Run-up.		B
3. Take-off and climb.		A
4. Approach and landings.		B
5. One or more engines inoperative. Approach and land.		B
6. Complete Instrument Check (AAF 50-3)		
a. Instrument Take-off.		
b. Approach on predetermined headings.		
c. Loop orientation and let down.		A
d. Range orientation and let down (Precision check).		B
e. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Weight and Balance and Power Charts.		
10. Radio Navig., Radio Fixes, D.R. Navig.		
FINAL GRADE		B

REMARKS: Air work good. Weak on beam aracketing. Did not ride the
range leg during the let down. Loop work O.K.

RECOMMENDATIONS: Need another range let down and I think he will
be O.K.

INSTRUCTOR _____ CHECK PILOT John DeWolfe

GRADES:
 A - Above average C - Below Average

3. Take-off and climb.		A
4. Approach and landings.		B
5. One or more engines inoperative. Approach and land.		B
6. Complete Instrument Check (AAF 50-3)		
a. Instrument Take-off.		
b. Approach on predetermined heading.		
c. Loop orientation and let down.		A
d. Range orientation and let down (Precision check).		B
e. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Weight and Balance and Power Charts.		
10. Radio Navig., Radio Fixes, D.R. Navig.		
FINAL GRADE		B

REMARKS: Air work good. Weak on beam aracketing. Did not ride the
range leg during the let down. Loop work O.K.

RECOMMENDATIONS: Need another range let down and I think he will
be O.K.

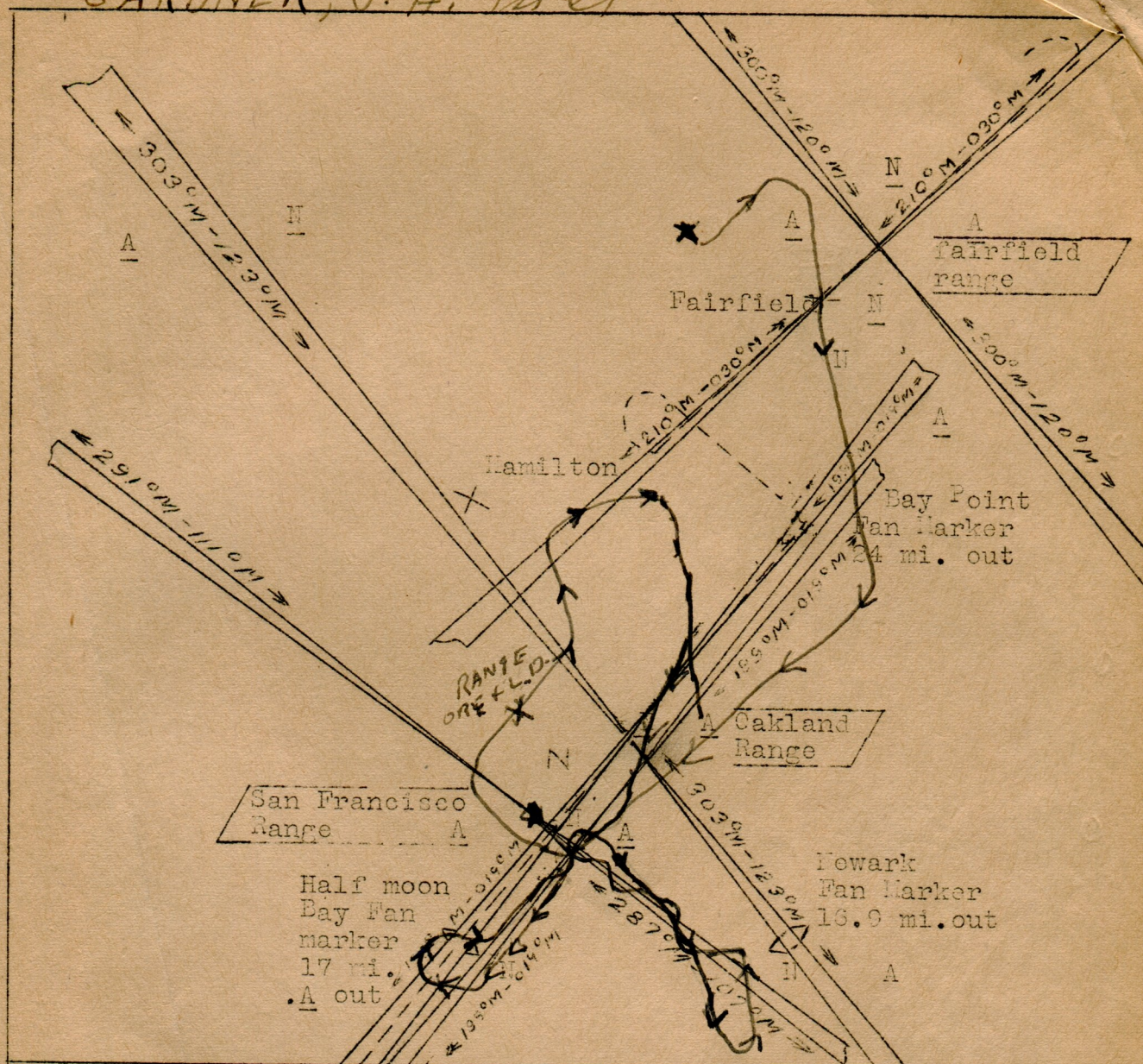
INSTRUCTOR _____ CHECK PILOT John DeWolfe

GRADES:

A - Above average C - Below Average
 B - Average D - Unsatisfactory

FORM # 37

GARDNER, J. H. 1st Lt



STATION	RANGE		TOWER FREQ.
	IDENT.	FREQ.	
San Francisco	SF	227kcs	260 kcs
Oakland	OA	236kcs	273 kcs
Fairfield	DFA	248kcs	275 kcs
Hamilton	DFA	528kcs	219 kcs

DETACHMENT 556TH AAF BU
(16TH TRANSPORT SQUAD.)
FERRYING DIVISION, ATC.
Hamilton Field, Calif.

PRECISION LOW APPROACH CHECK

PILOT Gardner DATE 10-3-'44'
RANGE Oakland DFA TIME 2:40
TYPE AIRCRAFT C-54A GRADE 92%

WEATHER:

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	7000/4000	2000/4050	2
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	10°	Good		2
3. Detected station, initial	4		Good		2
4. Rate of descent	2	200'/min	O.K.		2
5. Altitude prior to turn	2	50'	Good		2
6. Airspeed	2	5 MPH	O.K.		2
7. Procedure turn, headings	2	5°	Good		2
8. Altitude, procedure turn	2	50'	excellant		2
9. Airspeed during turn	2	5 MPH	excellent		2
10. Rate of descent	2	200'/min	O.K.		2
11. Altitude, return to station	5*	0'	excellent		5
Bracketing and riding beam		3 brkts			
12. Return to station heading	5	5°	O.K.		4
13. Airspeed	2	5 MPH	130		0
14. Detected station, final	8*		excellent		8
15. Altitude over station	8*	0'	excellent		8
16. Rate of descent	4	100'/min.	fair		2
17. Airspeed	4*	5 MPH	good		4
18. Heading, station to field	8*	5°	excellant		8
19. Timing, station to field	8*	5 sec.	"	"	8
20. Altitude over field	10*	0'	"	"	10
21. Pull out	4		good		2
22. Signal volume and reaction	4		good		3
23. Knowledge of procedure	8		excellant		8

REMARKS: O.K. First Pilot.
L.H.L.

3. Detected station, initial	4		Good	2
4. Rate of descent	2	200' / min	O.K.	2
5. Altitude prior to turn	2	50'	Good	2
6. Airspeed	2	5 MPH	O.K.	2
7. Procedure turn, headings	2	5°	Good	2
8. Altitude, procedure turn	2	50'	excellant	2
9. Airspeed during turn	2	5 MPH	excellent	2
10. Rate of descent	2	200' / min	O.K.	2
11. Altitude, return to station	5*	0'	excellent	5
Bracketing and riding beam		3 brkts		
12. Return to station heading	5	5°	O.K.	4
13. Airspeed	2	5 MPH	130	0
14. Detected station, final	8*		excellent	8
15. Altitude over station	8*	0'	excellent	8
16. Rate of descent	4	100' / min.	fair	2
17. Airspeed	4*	5 MPH	good	4
18. Heading, station to field	8*	5°	excellant	8
19. Timing, station to field	8*	5 sec.	" "	8
20. Altitude over field	10*	0'	" "	10
21. Pull out	4		good	2
22. Signal volume and reaction	4		good	3
23. Knowledge of procedure	8		excellant	8

REMARKS:

O.K. First Pilot.

L.H.L.

Grading instructions on
reverse side.

Doss
CHECK PILOT

FORM# 38

FINAL REPORTS - PILOTS

PILOT Gardner J.H. RANK 1st Lt. ASN

*Ground School	DATE: Instructor's Grade	DATE: Check Pilot's Grade
1. Visual Inspection and cockpit check.		B
2. Starting, Taxi, and Run-up.		B
3. Take-off and climb.		B
4. Approach and landings.		A
5. One or more engines inoperative. Approach and land.		-
6. Complete Instrument Check (AAF 50-3)		-
a. Instrument Take-off.		-
b. Approach on predetermined heading.		-
c. Loop orientation and let down.		A
d. Range orientation and let down (Precision check).		A
e. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Weight and Balance and Power Charts.		B
10. Radio Navig., Radio Fixes, D.R. Navig.		A
FINAL GRADE		B
REMARKS:		

Good Pilot-

RECOMMENDATIONS: O.K. for 1st Pilot.

L.H.L.

INSTRUCTOR CHECK PILOT Doss

GRADES:

A - Above average C - Below Average

Capt. A.C.

2. Starting, Taxi, and Run-up.		B
3. Take-off and climb.		B
4. Approach and landings.		A
5. One or more engines inoperative. Approach and land.		-
6. Complete Instrument Check (AAF 50-3)	-----	-----
a. Instrument Take-off.		-
b. Approach on predetermined heading.		-
c. Loop orientation and let down.		A
d. Range orientation and let down (Precision check).		A
e. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Weight and Balance and Power Charts.		B
10. Radio Navig., Radio Fixes, D.R. Navig.		A
FINAL GRADE		B ⁺
REMARKS:		

Good Pilot-

RECOMMENDATIONS: O.K. for 1st Pilot.

L.H.L.

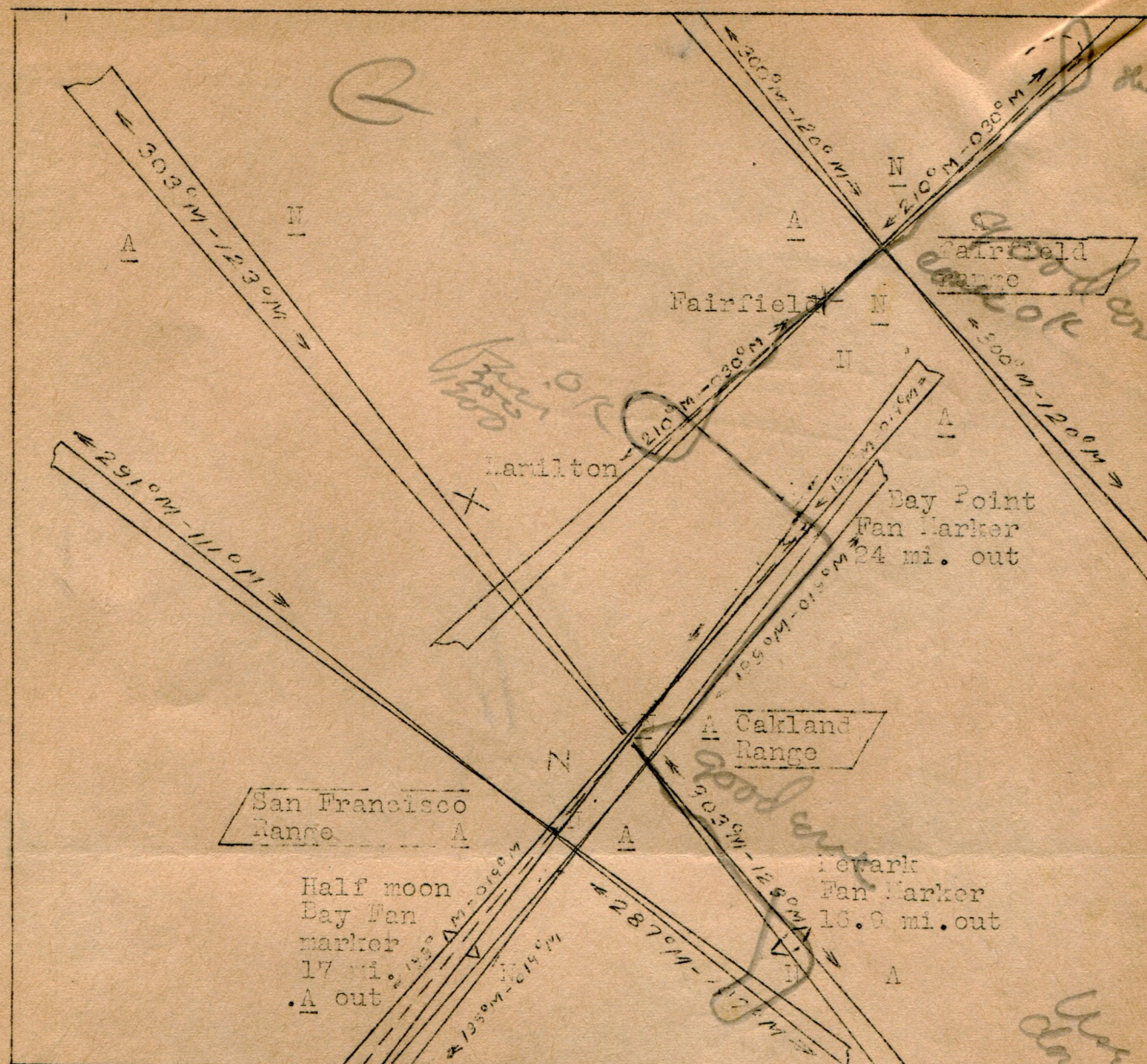
INSTRUCTOR _____ CHECK PILOT Doss
Capt. A.C.

GRADES:

A - Above average
B - Average

C - Below Average
D - Unsatisfactory

FORM # 37



STATION	RANGE IDENT. FREQ.	TOWER FREQ.
San Francisco	SF 227kes	360 kes
Oakland	CA 236kes	273 kes
Fairfield	DFA 248kes	275 kes
Hamilton	DMA 528kes	219 kes

STANDARD CREW LINE CHECK

MILITARY TRANSPORT, FERRYING DIVISION, ATC

DATE 10/13/44 TYPE AIRCRAFT C54 AIRCRAFT NUMBER 145

PILOT GARDNER CHECK PILOT CAPT CORY

ITINERARY:

From KWATALEIN To SAIPAN Via Dir

FLIGHT TIME THIS REPORT:

Contact ☒ Instrument _____ Hood _____

Day 7+55 Night _____ Total 7+55

DEAD RECKONING NAVIGATION THIS REPORT:

From _____ To _____ From _____ To _____

RADIO RANGES FLOWN ENROUTE: SAIPAN (Homing)

LOOP BEARINGS TAKEN: _____

INSTRUMENT APPROACHES MADE: _____

NIGHT LANDINGS MADE: _____

AVERAGE GRADE THIS REPORT: _____

Grade and given average of all items.

E - Excellent	90 - 100%	
G - Good	80 - 90%	
F - Fair	70 - 80%	(Not passing - requires explanation)
P - Poor	Below 70%	(Not passing - requires explanation)

DETACHMENT 556TH AAF BU
(16TH TRANSPORT SQUAD.)
FERRYING DIVISION, ATC
HAMILTON FIELD, CALIF.

DATE

10/13/44

ROUTE CHECK ON C-54 CREWS

I. At Operations Office

	Sat.	Unsat		Sat.	Unsat
a. Punctuality	G		e. Weight & Balance data	G	
b. Appearance		F	f. Codes & Signal secured	G	
c. Attitude	G		g. Coordination of Crew	G	
d. Flight Plan	G		h. Briefing Material & Weather folder secured	G	
			i. Manifest	G	

Grade 82 Remarks PILOT UNSHAVEN

II. At Weather Office

	Sat.	Unsat
a. Ability to read and diagnose weather sequences and maps.	G	
b. Attentiveness and attitude to forecaster's prognostications	G	
c. Ability to plan flight with regard to weather	G	
d. Are decisions made intelligently?	G	
e. Instructions to Navigator with regard to altitude and course to be flown.	G	
f. Neatness, readability and accuracy of flight plan made by navigator.	G	
g. Howgozit Chart. Point of no return.	G	

Grade 85 Remarks: OK

III. Before Entering Ship

	Sat.	Unsat
a. Examination of gas supply, oil, de-icing and hydraulic fluids.	G	
b. Exterior examination of aircraft (fletners, Pitot tubes, etc.)	E	
c. Examination of landing gears & tires & engines.	E	
d. Cleanliness of windows.	G	

Grade 90 Remarks: Good

Route Check on C-54 Crews--Cont'd)

IV. After Entering Ship

	Sat.	Unsat
a. Examination of Cargo.	G	
b. Dispersal of passengers & instructions to them with regard to flight.	G	
c. Inspection of aircraft and equipment.	G	
d. Inspection of Form 1 and 1A.	E	
e. Crew stationed properly.	G	
Grade <u>86</u>		
Remarks:		

Good

V. Starting Motors

	Sat.	Unsat
a. Check list.	E	
b. Ability to start smoothly and keep running.		F
c. Warm-up.	G	
d. Radio Checks.	G	
e. Instrument Checks.	G	
f. Light Check.	G	
Grade <u>81</u>		
Remarks:		

*ENGINE STARTING NOT TOO SHARP -- CO-PILOT
TECHNIQUE NOT UP TO STANDARD ON STARTING
ENGINES.*

VI. Taxiing

	Sat.	Unsat
a. Use of throttles.	G+	
b. RPM on ground.	G	
c. Smoothness of initial movement of aircraft.	G	
d. Straightaway (Speed, etc.)	G	
e. Ability to handle nose wheel control.	G	
f. Turns.	G	
g. Use of brakes.	G	
h. Radio nomenclature.	G	
i. Parking of plane for motor run-up.	G	
Grade <u>85</u>		
Remarks:		

Good

VII. Motor Run-up

	Sat.	Unsat
a. Check List.	G	
b. Smoothness of procedure & coordination of crew.	G	
c. Ability to analyze condition & operation of motor.	G	
Grades <u>85</u>		
Remarks:		

(Route check on C-54 Crew--Cont'd)

Remarks Cont'd: _____

VIII. Take-Off and Climb

Sat. Unsat

a. Check list.	G	
b. Necessary instruments on.	G	
c. Gyros, altimeters, horizons set.	G	
d. De-icing equipment on (or off).	G	
e. Advancing throttles on take-off.	E	
f. Cockpit procedure and crew coordination.	G	
g. Smoothness of take-off and climb.	G	
h. Powers used on take-off and climb.	G	
i. End of climb.	G	
j. Reduction.	G	

Grade

85

Remarks: _____

Good

IX. Cruise

Sat. Unsat

a. Check list.	G	
b. Power settings.	G	
c. Use of forms.	G	
d. Navigation.	G	
e. Radio.	G	
f. Check with Navigator frequently upon position, progress, and Howgozit Chart.	G	
g. Check with Engineer for fuel & oil consumption.	G	
h. Check with Radio Operator for position, Weather reports etc.	G	
i. Use of auto pilot.	G	
j. Comfort of passengers. (Smooth flight, etc.)	G	
k. Use of oxygen if necessary.	G	
l. Attention to weather and decisions made when encountered.	G	
m. Use of de-icing equipment.	G	
n. Use of heaters and ventilation.	G	
o. Use of trim tabs.	G	
p. Cooperation and attitude of crew.	G	
q. Engineers attention to duties.	G	
r. Radio Operators attention to duties.	G	
s. Does crew know emergency & ditching procedures.	G	
t. Instrument flying (Or night) routine training program followed.	G	

Grade

85

Remarks: _____

Good

2 (Route Check on C-54 Crews--Cont'd)

Remarks Cont'd. _____

X. Descent

	Sat.	Unsat
a. Does pilot know condition of weather at destination	G	
b. Control of A/S and Rate of descent.	G	
c. Does pilot know E.T.A.?	G	
d. Does pilot start descent so as to arrive at approach altitude at proper time & altitude?	G	
e. If in States (Airway clearance)	G	
f. Necessary equipment on (or off)	G	
Grade <u>85</u>		
Remarks: _____		

Good

XI. Approach and Landing

	Sat.	Unsat
a. Check list.	G	
b. Cockpit procedure.	G	
c. Smoothness.	G	
d. Radio nomenclature.	G	
e. Distribution of load.	G	
f. Pattern.	G	
g. Cooperation of crew.	G	
h. Landing.	G	
i. Taxiing and parking of aircraft.	G	
Grade <u>85</u>		
Remarks: _____		

XII. After Landing

	Sat.	Unsat
a. Check list.	G	
b. Aircraft secured properly.	G	
c. Form 1 and 1A entries.	G	
d. Condition aircraft left in.	G	
e. Personal appearance of crew.	G	
f. Instructions to passengers.	G	F
g. Instructions to ground crew.	G	
Grade <u>85</u>		
Remarks: _____		

PILOT UNSHOWN

11.6

b-(Route Check on C-54 Crews--Cont'd)

XIII. General

	Sat.	Unsat.
a. Crew neatness and appearance.	G.	
b. Pilots attitude toward responsibilities.	G	
c. Attitude toward check list.	G	
d. Attitude of crew toward responsibilities.	G	
e. Does pilot perform duties and issue orders with confidence.	G	
f. Diplomacy and courtesy of crew toward passengers and base personnel.	G	
g. Does Base Operations have knowledge of crew's whereabouts while on ground?	G	

Grades 83 Remarks: _____

GOOD JOB — PILOT VERY THOROUGH

General Grades of Crew (Based on 100%)

Pilot	<u>85</u>	GARDNER, J.H. 1st Lt
Co-Pilot	<u>85</u>	GOOLSBY, J.A. 1st Lt
Navigator	<u>85</u>	THORSEN, P.A. 1st Lt
Engineer	<u>85</u>	NELSON, E.B. Sgt
Radio Operator	<u>85</u>	SOLAND, C.A. Sgt
FLIGHT CLERK	<u>85</u>	VAN HOOZER, T.H. PFC

McLary Capt
Periodic Check Pilot

DATE

10/13/44

CHECK THOSE APPLICABLE

NIGHT FLYING 6 TAKE-OFF 6 LANDING 6 CRUISE 6 Sat. Unsa

- a. All lights checked. 6
- b. Flashlights checked and available. 6
- c. Use of cockpit & landing lights on ground. 6
- d. Flight instrument checked and set. 6
- e. Take-off and climb. 6
- f. Knowledge of Army Beacon Signals. 6
- g. Method of visual weather check. 6
- h. Pattern and approach for landing. 6
- i. Landing. 6

Grade 65 Remarks:

CHECK THOSE APPLICABLE

IN-STRUMENT TAKE-OFF CLIMB CRUISE APPROACH Sat. Unsa

- a. Flight instruments checked and set.
- b. Climb to cruising altitude.
- c. Courses on climb.
- d. Coordination of crew.
- e. Power reductions.
- f. Carburetor temperatures.
- g. Use of de-icing equipment.
- h. Method of approaching station.
- i. Beam Bracketing and riding.
- j. Method of determining exact time overfield.
- k. Let down method and procedure.
- l. Procedure after making ground contact.
- m. Relaxation of Pilot.
- n. Instrument flying ability.
- o. Precision flying on let-downs.
- p. Does he have any tendency to bluff his way.
- q. Dependability and consistency.
- r. Adherence to prescribed minimums.

Grade Remarks: PERIODIC CHECK PILOT W. E. Long Capron

5
85
85
70
75
80
87
75
78
82
86
85
85
82

✓ 13 1053 (81)
104
13

DETACHMENT 556TH AAF BU
(16TH TRANSPORT SQUAD.)
FERRYING DIVISION, ATC.
Hamilton Field, Calif.

B DAY check.

PRECISION LOW APPROACH CHECK

PILOT Gardner, Jack H. DATE 12-31-44
RANGE DA DHA DHF SE TIME 2:30
TYPE AIRCRAFT C-54 #124 GRADE 79
WEATHER: ⊕ OAV4

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	4000	OK	2
Beam bracketing and holding		3 brkts			
2. Initial approach heading	2	10°		OK	2
3. Detected station, initial	4			missed cone but detected station	2
4. Rate of descent	2	200'/Min		OK	2
5. Altitude prior to turn	2	50'		-30	1
6. Airspeed	2	5 MPH		OK	2
7. Procedure turn, headings	2	5°		OK	2
8. Altitude, procedure turn	2	50'	2000	OK	2
9. Airspeed during turn	2	5 MPH		OK	2
10. Rate of descent	2	200'/Min		OK	2
11. Altitude, return to station	5*	0'		fair	2
Bracketing and riding beam		3 brkts			
12. Return to station heading	5	5°		fair	2
13. Airspeed	2	5 MPH		OK	2
14. Detected station, final	8*			OK	8
15. Altitude over station	8*	0'		fair	4
16. Rate of descent	4	100'/min.		OK+100	3
17. Airspeed	4*	5 MPH		-10	2
18. Heading, station to field	8*	5°		OK	8
19. Timing, station to field	8*	5 sec.		OK	8
20. Altitude over field	10*	0'		poor-100	5
21. Pull out	4			OK	4
22. Signal volume and reaction	4			OK	4
23. Knowledge of procedure	8			OK	8

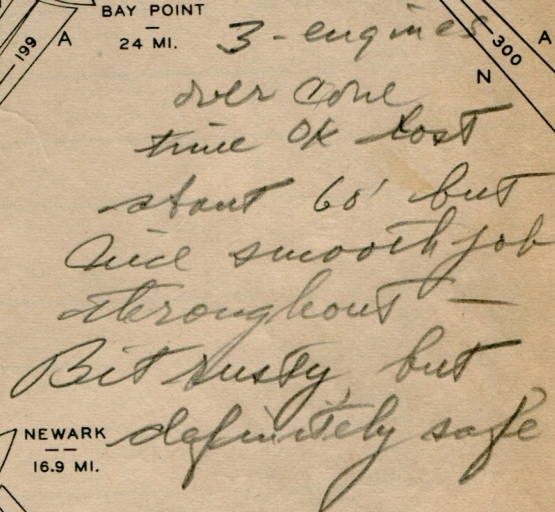
REMARKS: use of list good - generally very smooth
3-engine check

Beam bracketing and holding	2	3 brkts	100	OK	2
2. Initial approach heading	2		100	missed once but detected station	2
3. Detected station, initial	4				2
4. Rate of descent	2	200'/Min		OK	2
5. Altitude prior to turn	2	50'		-50	1
6. Airspeed	2	5 MPH		OK	2
7. Procedure turn, headings	2	50		OK	2
8. Altitude, procedure turn	2	50'	2000	OK	2
9. Airspeed during turn	2	5 MPH		OK	2
10. Rate of descent	2	200'/Min		OK	2
11. Altitude, return to station	5*	0'		fair	2
Bracketing and riding beam		3 brkts			
12. Return to station heading	5	50		fair	2
13. Airspeed	2	5 MPH		OK	2
14. Detected station, final	8*			OK	8
15. Altitude over station	8*	0'		fair	4
16. Rate of descent	4	100'/min.		OK+100	3
17. Airspeed	4*	5 MPH		-10	2
18. Heading, station to field	8*	50		OK	8
19. Timing, station to field	8*	5 sec.		OK	8
20. Altitude over field	10*	0'		poor - 100	5
21. Pull out	4			OK	4
22. Signal volume and reaction	4			OK	4
23. Knowledge of procedure	8			OK	8

REMARKS: case of list good - generally very smooth and thorough. Weak on using needed power on 3-engine, setting his alt. get lost over field otherwise OK.

Capt. David C. Ross
CHECK PILOT

Gardner, J.H. 1st



STATION	RANGE		TOWER FREQ.
	IDENT.	FREQ.	
SAN FRANCISCO	SF	227 KC.	269 KC.
OAKLAND	OA	335 KC.	278 KC.
FAIRFIELD	DFA	248 KC.	272 KC.

90 Day ✓

FINAL REPORTS - PILOTS

PILOT Gardner, Jack H. RANK 1st Lt. ASN 0-520497
WX CAVY

*Ground School	DATE: Instructor's Grade	DATE: <u>12-31-44</u> Check Pilot's Grade
1. Visual Inspection and cockpit check.		<u>B</u>
2. Starting, Taxi, and Run-up.		<u>B</u>
3. Take-off and climb.		<u>B+</u>
4. Approach and landings.		<u>B+</u>
5. One or more engines inoperative. Approach and land.		<u>C</u>
6. Complete Instrument Check (AAF 50-3)		
a. Instrument Take-off.		<u>B</u>
b. Approach on predetermined heading.		<u>—</u>
c. Loop orientation and let down.		<u>B</u>
d. Range orientation and let down (Precision check).		<u>B+</u>
e. Instruments w/one engine inoperative.		<u>B</u> ⊗
7. General knowledge of equipment.		<u>B</u>
8. Emergency procedures and equipment.		<u>B</u>
9. Weight and Balance and Power Charts.		<u>B</u>
10. Radio Navig., Radio Fixes, D.R. Navig.		<u>B</u>
FINAL GRADE		<u>B</u>
REMARKS:		

Smooth flying - instrument work above
average altho pretty Rusty. Show on getting
gear up and added power on 3-engine procedure
patterns & approaches good, works in a calm
unruffled manner. Recommend some link practice
RECOMMENDATIONS: should leave his "Flute" at home when flying aircraft.

Satisfactory 90 Day ✓
INSTRUCTOR _____ CHECK PILOT Capt D.C. Foss

GRADES:
A - Above average C - Below Average
B - Average D - Unsatisfactory

This is
Test

a. Instrument Take-off.	B
b. Approach on predetermined heading.	—
c. Loop orientation and let down.	B
d. Range orientation and let down (Precision check).	B +
e. Instruments w/one engine inoperative.	B ⊗
7. General knowledge of equipment.	B
8. Emergency procedures and equipment.	B
9. Weight and Balance and Power Charts.	B
10. Radio Navig., Radio Fixes, D.R. Navig.	B
FINAL GRADE	B

REMARKS:

Smooth flying - instrument work above average altho pretty Rusty. Show on getting gear up and added power on 3-engine procedure patterns - approach good, works in a calm unruffled manner. Recommend some link practice

RECOMMENDATIONS:

"should leave his 'Flute' at home when flying aircraft"

INSTRUCTOR

CHECK PILOT

GRADES:

A - Above average
B - Average

C - Below Average
D - Unsatisfactory

FORM # 37

A.D.F. OK

*This is
Test 1*

NINETY DAY CHECK

1504TH AAF BASE UNIT
WEST COAST WING, PACIFIC DIVISION, ATC
FAIRFIELD-SUISUN AAB, CALIFORNIA

PRECISION LOW APPROACH CHECK

PILOT GARDNER, JACK DATE 4/8/45
RANGE DFA TIME 2:30
TYPE AIRCRAFT _____ GRADE 77

WEATHER: CAVU SMOOTH

	Value	Tolerance Allowed	ALTITUDES		Grade
			Prescribed	Flown	
1. Initial approach altitude	2	100	5000	OK	2
Beam bracketing and holding		3 Erkts			
2. Initial approach heading	-1 2	10°	Too many		1
3. Detected station, initial	4		35 50'		4
4. Rate of descent	2	200'/Min	500	600	2
5. Altitude prior to turn	2	50'	3000	3050	2
6. Airspeed	(2)	5 MPH	140	150 155	0
7. Procedure turn headings	2	5°	164 245	OK	2
8. Altitude procedure turn	-1 2	50'	3000	2900	1
9. Airspeed during turn	(2)	5 MPH	140	130 140	0
10. Rate of descent	-1 2	200'/Min	500	500	1
11. Altitude, return to station	5	0'	-		5
Bracketing and riding beam		3 Brkts			
12. Return to station heading	(5)	5 LEG	WENT THROUGH IN 100' MIN.		0
13. Airspeed	(2)	5 MPH	140	150	0
14. Detected station, final	-2 8		2000	2000	4
15. Altitude over station	-2 8	0'	2000	980	6
16. Rate of descent	4	100'/Min	500	OK	2
17. Airspeed	24	5 MPH	140	160	2
18. Heading, station to field	28	5°	210°	218	6
19. Timing, station to field	28	5 sec.	2	FAIR	6
20. Altitude over field	10	0'	500	OK	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	-4 8	SIGNALS			4

REMARKS: NO FLAPS OR GEAR UNTIL PROCEDURE TURN,
OVER SHOT LEG BADLY ON PRO TURN SEE
PLATE.

6. Airspeed	(2)	5 MPH	140	150 155	0
7. Procedure turn headings	2	5°	167 245	0/C	2
8. Altitude procedure turn	-1 2	50'	3000	2900 130	1
9. Airspeed during turn	(2)	5 MPH	140	140	0
10. Rate of descent	-1 2	200'/Min	500	500	1
11. Altitude, return to station	5	0'	—		5
Bracketing and riding beam	(5)	3 Brkts 59 LEG	WENT THROUGH IN 1 MIN. 0		
12. Return to station heading	(5)				0
13. Airspeed	(2)	5 MPH	140	150	0
14. Detected station, final	-2 8			200.	4
15. Altitude over station	-2 8	0'	7000	980	6
16. Rate of descent	4	100'/Min	500	OK	4
17. Airspeed	24	5 MPH	140	1.6H	2
18. Heading, station to field	28	5°	210°	218	6
19. Timing, station to field	28	5 sec.	2	FAIR	6
20. Altitude over field	10	0'	500	0/C	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	-4 8	SIGNALS 7			4

REMARKS: NO FLAPS OR GEAR UNTIL PROCEDURE TURN,
OVER SHOT LEG BADLY ON PRO TURN SEE
PLATE.

FORM #38

10-23
17
L. C. Henry
CHECK PILOT

2/1/45

ADF PRECISION LET DOWN

PILOT

GARONER

DATE

4-8-45

RANGE OR BEACON

DHF

TIME

TYPE AIRCRAFT

C-540

GRADE

66

WEATHER

CAVU Smooth (NIGHT)

	Value	Tolerance Allowed	Altitudes		Grade
			Prescribed	Flown	
1. Initial Approach Altitude	②	100'	3000	2900	0
2. Initial Approach Heading	②				0
3. Detected Station, Initial	2	10			2
4. Outbound Heading	3		315°		3
5. Altitude Prior to Turn	③	50'	3000	3200	0
6. Airspeed	③	5 MPH	140	150 147	0
7. Time to Turn	4			01K	4
8. Procedure Turn Headings	3	5°	0° 180°	0°	3
9. Altitude, Procedure Turn	③	50'	3000	3100	0
10. Airspeed During Turn	③	5 MPH	140	125 155	0
11. Rate of Descent	3	200'/Min	500	500	3
12. Altitude, Return to Station	⑤	50'	2500	3000	0
13. Heading, Return to Station	5		01K		5
14. Airspeed	③	5 MPH	140	140 155	0
15. Detected Station, Intermediate	③				2
16. Altitude Over Station	⑤	50'	2500	3000	0
17. Rate of Descent	4	100'/Min	500	16000	4
18. Airspeed	4	5 MPH	140	145	4
19. Out Bound Heading	4		120	FAIR	4
20. Time to Turn	②5			FAIR	3
21. Inbound Heading	5		285°	01K	5
22. Detected Station, Final	5			01K	5
23. Altitude Over Station	5	0'	500	500	5
24. Turn to Field	5			01K	5
25. Pull Out	2				2
26. Signal (Needle Reaction)	3				3
27. Knowledge of Procedure	②3				1

Tolson, Adams, H. B. ... No FLAPS OR GEAR UNTIL OVER FLD.

4. Outbound Heading	3		315	3200	0
5. Altitude Prior to Turn	-3	50'	3000	150	0
6. Airspeed	-3	5 MPH	140	147	0
7. Time to Turn	4			01K	4
8. Procedure Turn Headings	3	50°	0° 180°	0°	3
9. Altitude, Procedure Turn	3	50'	3000	3100	0
10. Airspeed During Turn	3	5 MPH	140	155	0
11. Rate of Descent	3	200'/Min	500	500	3
12. Altitude, Return to Station	5	50'	2500	3000	0
13. Heading, Return to Station	5		01K		5
14. Airspeed	3	5 MPH	140	140 155	0
15. Detected Station, Intermediate	13				2
16. Altitude Over Station	5	50'	2500	3000	0
17. Rate of Descent	4	100'/Min	500	16000	4
18. Airspeed	4	5 MPH	140	145	4
19. Out Bound Heading	4		120	FAIR	4
20. Time to Turn	25			FAIR	3
21. Inbound Heading	5		285°	01K	5
22. Detected Station, Final	5			01K	5
23. Altitude Over Station	5	0'	500	500	5
24. Turn to Field	5			01K	5
25. Pull Out	2				2
26. Signal (Needle Reaction)	3				3
27. Knowledge of Procedure	23				1

INITIAL APPROACH VERY POOR. NO FLAPS OR GEAR UNTIL OVER FLD.
 NO CKLIST UNTIL LOW CONE. TECHNIQUE NOT SATISFACTORY UNDER
 ASSIM. INST CONDITIONS.

Ralph E. Neary
 CHECK PILOT

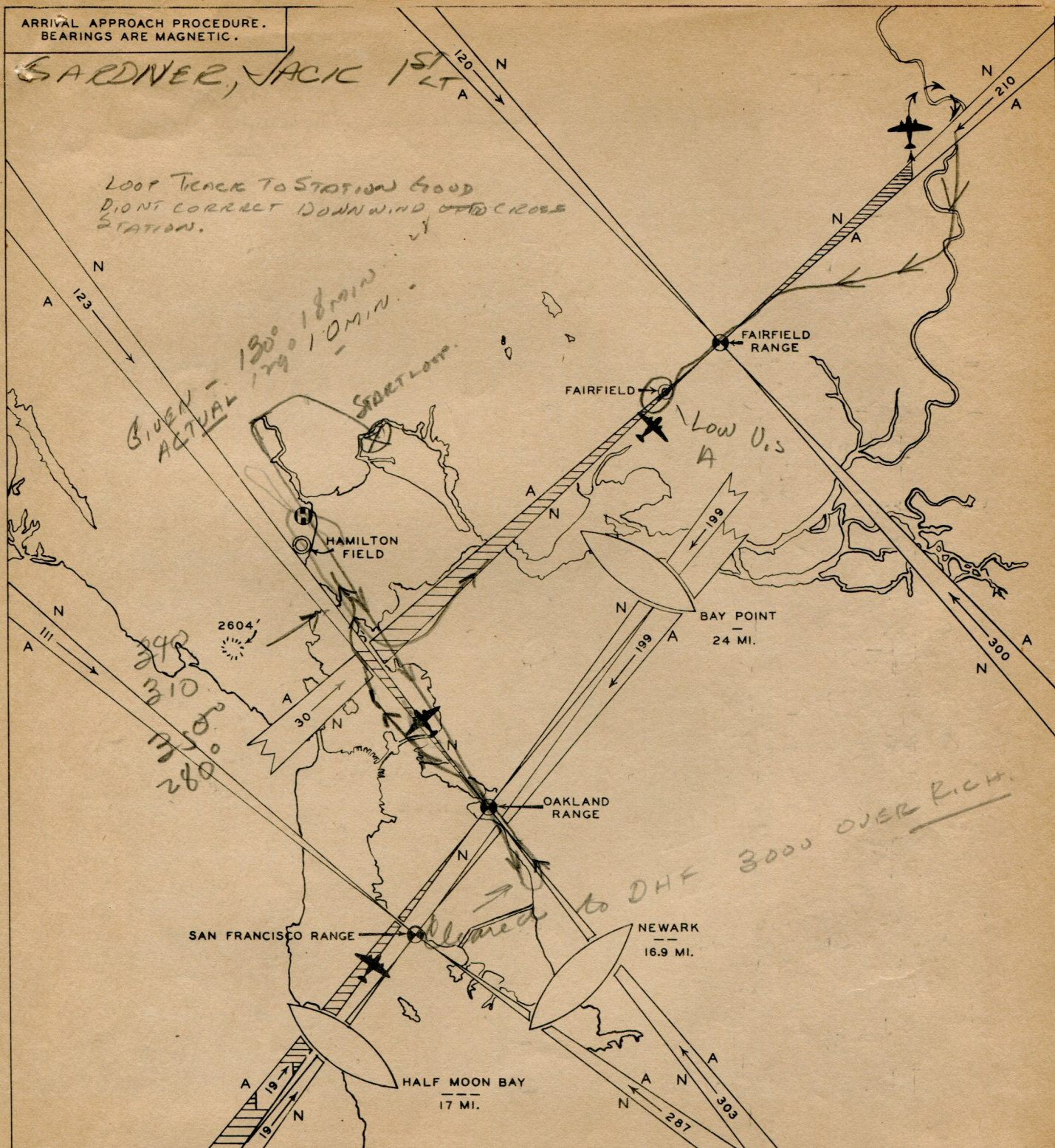
ARRIVAL APPROACH PROCEDURE.
BEARINGS ARE MAGNETIC.

GARDNER, JACK 1st LT

*LOOP TRACK TO STATION GOOD
DIDNT CORRECT DOWNWIND OF CROSS
STATION.*

*GIVEN - 130° 18 MIN
ACTUAL - 129° 10 MIN*

START LOOP



STATION	RANGE		TOWER FREQ.
	IDENT.	FREQ.	
SAN FRANCISCO	SF	227 KC.	269 KC.
OAKLAND	OA	335 KC.	278 KC.
FAIRFIELD	DFA	248 KC.	272 KC.
HAMILTON	DHF	528 KC.	219 KC.

HAMILTON FIELD LINK TRAINER DEPT.

1/26/45

1504TH AAF BASE UNIT
WEST COAST WING, PACIFIC DIVISION, AEC
FALFIELD-SUTSON LAB, CALIFORNIA

FINAL REPORTS - PILOTS

PILOT

GARDNER JACIC

RANK

1ST LT

ASN

DATE

4/8/45

	Instructor's Grade	Check Pilot's Grade
1. Visual inspection and cockpit check.		B
2. Starting, taxi, and run-up.		B+
3. Take-off and climb.		C
4. Approach and landings.		C+
One or more engines inoperative.		—
5. Approach and land.		
6. Complete Instrument Check (AF 50-3)		
a. General Airwork		B
b. Instrument Take-off or Take-off		B-
c. ADF Let Down		D
d. Loop orientation		C
Range orientation and let down		
e. (Precision check).		D
f. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Use of Check-List		B+
10. Radio Navig., Radio Fixes.		B+
		D

FINAL GRADE

REMARKS:

Inst to slow settings ENG SPEED, PULLED SHIP OFF
to soon. APPROACHES (LANDING) DIDN'T CONFORM WITH STANDARD
DID NOT PLAN AHEAD ON EITHER LET DOWN
LOW VIS APPROACH POOR. JUST WASN'T USING
OLD GREY MATTER ON THIS CHECK.

RECOMMENDATIONS:

COMPLETE RECHECK AS SOON AS POSSIBLE.

INSTRUCTOR

CHECK PILOT

Kelph C. Henry
Capt A.C.

GRADES:

A - Above average
B - Average

C - Below Average
D - Unsatisfactory

1. 1. Instrument and 500-100 check.		
2. Starting, Taxi, and run-up.		B+
3. Take-off and climb.		C
4. Approach and landings. One or more engines inoperative.		C+
5. Approach and land.		—
6. Complete Instrument Check (IAF 50-3)		
- a. General Airwork		B
b. Instrument Take-off or Take-off ^{Ceiling}		B-
c. ADF Let Down		D
d. Loop orientation		C
Range orientation and let down		
e. (Precision check).		D
f. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Use of Check-List		B+
10. Radio Navig., Radio Fixes.		B+
		D

FINAL GRADE

REMARKS: INST. 10. SLOW SETTING ENG SPEED, PULLED SHIP OFF
TOO SOON. APPROACHES (LANDING) DIDN'T CONFORM WITH STANDARD
DID NOT PLAN AHEAD ON EITHER LET DOWN
LOW VIS APPROACH POOR. JUST WASN'T USING
OIL GREY MATTER ON THIS CHECK.

RECOMMENDATIONS: COMPLETE RECHECK AS SOON AS POSSIBLE.

INSTRUCTOR _____ CHECK PILOT _____

Ralph C. Henry
Carl A. C.

GRADES:

A - Above average C - Below Average
B - Average D - Unsatisfactory

FORM #37

6 hrs Link
+
Recheck JAW

1504TH AAF BASE UNIT
WEST COAST WING, PACIFIC DIVISION, ATC
FAIRFIELD-SUISUN AAB, CALIFORNIA

PRECISION LOW APPROACH CHECK

PILOT Gardner, Jack H DATE 17 Apr. 1, 1945
RANGE Fairfield TIME 0430
TYPE AIRCRAFT C-54 GRADE 89

WEATHER: CAV4 Smooth

	Value	Tolerance Allowed	ALTITUDES Prescribed	Flown	Grade
1. Initial approach altitude	2	100	5000	5000	2
Beam bracketing and holding		3 Brkts	very good		
2. Initial approach heading	2	10°			2
3. Detected station, initial	4			ok	4
4. Rate of descent	2	200'/Min	5000	500'	2
5. Altitude prior to turn	-2 2	50'	3000	3300	0
6. Airspeed	2	5 MPH	140	138	2
7. Procedure turn headings	2	5°	345	345	2
8. Altitude procedure turn	2	50'	3000	3000	2
9. Airspeed during turn	2	5 MPH	140	140	2
10. Rate of descent	-2 2	200'/Min	500'	$\frac{200}{100}$	0
11. Altitude, return to station	5	0'		ok	5
Bracketing and riding beam		3 Brkts			
12. Return to station heading	5	5°			5
13. Airspeed	-2 2	5 MPH	140	$\frac{130}{135}$	0
14. Detected station, final	8			ok	8
15. Altitude over station	8	0'	1000	1000	8
16. Rate of descent	4	100'/Min	500		4
17. Airspeed	4	5 MPH	140	140	4
18. Heading, station to field	8	5°	210	210	8
19. Timing, station to field	8	5 sec.	2'	2'	8
20. Altitude over field	-5 10	0'	560		5
21. Pull out	4		ok		4
22. Signal volume and reaction	4		good		4
23. Knowledge of procedure	8		excellent		8

REMARKS: good job

Total
1450

Beam bracketing and holding		3 Brkts	good		2
2. Initial approach heading	2	10°			
3. Detected station, initial	4			ok	4
4. Rate of descent	2	200'/Min	5000	500'	2
5. Altitude prior to turn	-2 2	50'	3000	3300	0
6. Airspeed	2	5 MPH	140	138	2
7. Procedure turn headings	2	5°	345	345	2
8. Altitude procedure turn	2	50'	3000	3000	2
9. Airspeed during turn	2	5 MPH	140	140	2
10. Rate of descent	-2 2	200'/Min	500'	$\frac{300}{100}$	0
11. Altitude, return to station	5	0'		ok	5
Bracketing and riding beam		3 Brkts			
12. Return to station heading	5	5°			5
13. Airspeed	-2 2	5 MPH	140	$\frac{130}{135}$	0
14. Detected station, final	8			ok	8
15. Altitude over station	8	0'	1000	1000	8
16. Rate of descent	4	100'/Min	500		4
17. Airspeed	4	5 MPH	140	140	4
18. Heading, station to field	8	5°	210	210	8
19. Timing, station to field	8	5 sec.	2'	2'	8
20. Altitude over field	-5 10	0'	560		5
21. Pull out	4		ok		4
22. Signal volume and reaction	4		good		4
23. Knowledge of procedure	8		excellent		8

REMARKS:

good job

Henry Benson

CHECK PILOT

FORM #38

2/1/45

ADF PRECISION LET DOWN

PILOT

Gardner Jack H

DATE

17 Apr 45

RANGE OR BEACON

H 0

TIME

0155

TYPE AIRCRAFT

C-54

GRADE

89

WEATHER

CAVY

smooth

	Value	Tolerance Allowed	Altitudes Prescribed	Flown	Grade
1. Initial Approach Altitude	2	100'	3000	3020	2
2. Initial Approach Heading	2		315°	305°	2
3. Detected Station, Initial	2			ok	2
4. Outbound Heading	3		315°	315°	3
5. Altitude Prior to Turn	3	50'	3000	3040	3
6. Airspeed	3	5 MPH	140	137	3
7. Time to Turn	4		2'	ok	4
8. Procedure Turn Headings	3	50°	N	N	3
9. Altitude, Procedure Turn	3	50'	3000	3050	3
10. Airspeed During Turn	3	5 MPH	140	140	3
11. Rate of Descent	3	200'/Min	500'	500	3
12. Altitude, Return to Station	5	50'	2500	ok	5
13. Heading, Return to Station	-5			ok	0
14. Airspeed	3	5 MPH	140	140	3
15. Detected Station, Intermediate	-3			ok	0
16. Altitude Over Station	5	50'	2500	2500	5
17. Rate of Descent	4	100'/Min	500'	ok	4
18. Airspeed	4	5 MPH	140	142	4
19. Out Bound Heading	4		120	120	4
20. Time to Turn	5		2'		5
21. Inbound Heading	5		285°	ok	5
22. Detected Station, Final	5			ok	5
23. Altitude Over Station	5	0'	500	ok	5
24. Turn to Field	5			ok	5
25. Pull Out	2			ok	2
26. Signal (Needle Reaction)	-3			ok	0
27. Knowledge of Procedure	3			good	3

4. Outbound Heading	3		315	315	3
5. Altitude Prior to Turn	3	50'	3000	3040	3
6. Airspeed	3	5 MPH	140	137	3
7. Time to Turn	4		2'	06	4
8. Procedure Turn Headings	3	50°	N	N	3
9. Altitude, Procedure Turn	3	50'	3000	3050	3
10. Airspeed During Turn	3	5 MPH	140	140	3
11. Rate of Descent	3	200'/Min	500'	500	3
12. Altitude, Return to Station	5	50'	2500	ok	5
13. Heading, Return to Station	-5			ok	0
14. Airspeed	3	5 MPH	140	140	3
15. Detected Station, Intermediate	-3				0
16. Altitude Over Station	5	50'	2500	2500	5
17. Rate of Descent	4	100'/Min	500'	ok	4
18. Airspeed	4	5 MPH	140	142	4
19. Out Bound Heading	4		120	120	4
20. Time to Turn	5		2'		5
21. Inbound Heading	5		285°	ok	5
22. Detected Station, Final	5			ok	5
23. Altitude Over Station	5	0'	500	ok	5
24. Turn to Field	5			ok	5
25. Pull Out	2			ok	2
26. Signal (Needle Reaction)	-3			ok	0
27. Knowledge of Procedure	3		feed		3

slow to turn on needle changes - otherwise an excellent job.

Wm. Benson
CHECK PILOT

1/26/45

1504TH AAF BASE UNIT
WEST COAST WING, PACIFIC DIVISION, APO
FALFIELD-SUTSON LAD, CALIFORNIA

FINAL REPORTS - PILOTS

12 APR 45

DATE

PILOT GARDNER JACK H RANK 1st LtASN 0-520497

	Instructor's Grade	Check Pilot's Grade
1. Visual inspection and cockpit check.		B
2. Starting, taxi, and run-up.		B
3. Take-off and climb.		B+
4. Approach and landings.		B
One or more engines inoperative.		B
5. Approach and land.		B
6. Complete Instrument Check (AF 50-3)		B
- a. General Airwork		B
b. Instrument Take-off or Take-off Ceiling		B
c. ADF Let Down		B+
d. Loop orientation		B-
Range orientation and let down		B+
e. (Precision check).		B+
f. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Use of Check-List		B
10. Radio Navig., Radio Fixes.		B
FINAL GRADE		B

REMARKS:

This man has his procedures down pat. OK 90 day check

RECOMMENDATIONS:

INSTRUCTOR

CHECK PILOT

GRADES:

A - Above average
B - Average

C - Below Average
D - Unsatisfactory

3. Take-off and climb.	B+
4. Approach and landings. One or more engines inoperative.	B
5. Approach and land.	B
6. Complete Instrument Check (AF 50-3)	B
- a. General Airwork	B
Ceiling	
b. Instrument Take-off or Take-off	B
c. ADF Let Down	B+
d. Loop orientation	B-
Range orientation and let down	
e. (Precision check).	B+
f. Instruments w/one engine inoperative.	B
7. General knowledge of equipment.	B
8. Emergency procedures and equipment.	B
9. Use of Check-List	B
10. Radio Navig., Radio Fixes.	
FINAL GRADE	B

REMARKS:

This man has his procedures down pat. O.K. 90 day check

RECOMMENDATIONS:

INSTRUCTOR _____ CHECK PILOT *Edward Benson*

GRADES:

A - Above average
B - Average

C - Below Average
D - Unsatisfactory

FORM #37

OK To continue 3rd Pilot